

What do you think?

We want to hear your comments and suggestions. Community involvement is key to the success of the I-405 Corridor Program. Here are some ways you can get in touch with us:

Check out our web site at:
www.wsdot.wa.gov/I-405

Call our Info-Line:
425.452.9337

To contact a representative:
Carol Hunter
206.464.5878
WSDOT
401 2nd Avenue South, #300
Seattle, WA 98104-2887

Give us a hand!

We are doing our best to eliminate duplication, but we need your help. If you received more than one copy of the newsletter, let us know so we can adjust our mailing list.

PROJECT MANAGEMENT TEAM

WSDOT Project Manager	Michael Cummings, Office of Urban Mobility
Consultant Team Principal	Ron Anderson, David Evans Associates
Consultant Team Project Manager	Don Samdahl, Mirai Associates
Environmental Lead	Keith McGowan, McGowan Environmental
Public Involvement	Rita Brogan, Pacific Rim Resources

What is the I-405 Corridor Program?

The I-405 Corridor Program is a community-based partnership to create a package of integrated, multi-modal transportation improvements that will address needs in the I-405 Corridor through the year 2020. It will include an active public involvement program and a detailed environmental review process. The final package of transportation improvements developed through the I-405 Corridor Program will be proposed for adoption into local, regional, state, and federal transportation plans and programs.

The purpose of the program is to:

- Improve mobility for people and goods
- Preserve environmental quality
- Support vibrant, livable communities
- Establish the best package of programs that can be realistically implemented



OCTOBER 1999

PROGRAM LAUNCHED TO SHAPE TRANSPORTATION STRATEGIES

Be Part of Shaping the Solutions

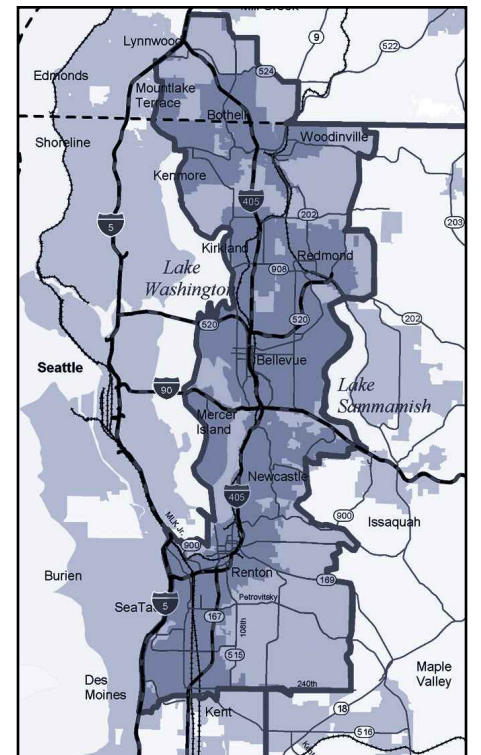
We are holding two open houses to kick off the environmental review process for the I-405 Corridor Program. Come learn about the program and give us your ideas about what issues should be addressed as we develop alternative strategies for I-405.

Drop in anytime!

October 19, 5-8 p.m.
Renton High School Cafeteria
400 South Second

October 21, 5:30-8 p.m.
Kirkland Senior Center
352 Kirkland Avenue

The open house sites are accessible to persons with disabilities. Individuals requiring information prepared in alternative formats should call 206.464.5878.



Large shaded area denotes affected I-405 study area.

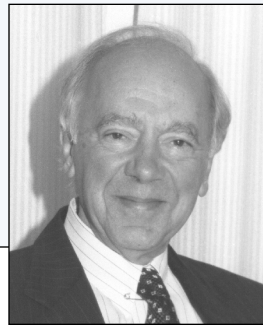
Why is it needed?

As the region grows both in size and importance, our mobility can only decline if not addressed in a comprehensive, cooperative way. Consider these facts:

- By 2020, there will be 200,000 more people living here than we have today.
- \$50 million of freight flows on I-405 each day.
- Some portions of I-405 already see 10 to 12 hours of congestion per day.
- By 2020, travel delay in the evening rush hour will increase 250% on I-405 and 350% on local arterials.
- Several spots along I-405 are identified as high accident locations.
- Corridor-wide emissions of air pollutants range from three to six times the regional average.

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I-405 Corridor Program
c/o Pacific Rim Resources
1109 First Avenue, Suite 300
Seattle, WA 98101



Dear Friend,

We've all been caught in Eastside traffic -- it is clear that I-405 is at or near capacity. And the problem won't improve on its own -- by the year 2020 the population in the corridor is expected to be 200,000 more than today. With this growth comes many more hours of congestion that costs time and money for our residents and businesses.

Over the last few years we've been making slow but steady progress in addressing the I-405 issues from a number of different perspectives -- land use, local transportation plans, Sound Transit, regional transportation plans, state transportation plans, and more. Now our challenge is to build on these efforts and to pull everything together so that we can have a transportation system that works together. That is what the I-405 Corridor Program is all about.

We must all transcend "business as usual" to make the I-405 Corridor Program work. The strategy has to work as a whole system -- it does not work if capacity improvements in one area create bottlenecks in another area. We have to look at all modes of transportation and we will all have to be willing to give a little here and there in order to make the whole greater than the sum of its parts. And we have to be able to pay for it!

We have some critical questions to answer over the next several months, such as:

- What capacity improvements will make the greatest long-term contribution to mobility?
- What kinds of transit and non-motorized solutions will make the most sense over the long term?
- How can we serve as responsible environmental stewards as we proceed with needed improvements?

There are no easy solutions to these hard questions. We don't have all the answers yet. What we have is a partnership unlike any that we have had before, people of good will, who are willing to listen to each other and come up with workable solutions.

I invite you to join in that dialogue and to be part of creating solutions that work for the I-405 corridor.

George Kargianis

George Kargianis
Member Washington State
Transportation Commission
Chair, Executive Committee
I-405 Corridor Program

What is an EIS?

An Environmental Impact Statement, or an EIS, is an in-depth analysis of a proposed course of action, alternatives to the action and their impacts. This EIS for the I-405 Corridor Program will carefully study a range of possible solutions to address future transportation needs for the corridor.

An EIS:

- Analyzes impacts of a proposed action
- Examines alternatives, including taking no action
- Identifies ways to minimize impacts
- Provides an opportunity for the public to review and comment on a proposal
- Helps decision makers identify the best solutions based on informed choices

The first step in preparing an EIS is the "Scoping Process." During the 45-day Scoping Process, comments are gathered to help identify the range of alternatives and issues of concern that will need further analysis in the EIS. The scoping period for the I-405 Corridor Program begins October 18, 1999, and will include one agency meeting and two public meetings to present project information and receive feedback.

The EIS process will enable the Washington State Department of Transportation, federal agencies and local municipalities to explore and analyze a wide range of alternatives and combinations of solutions, with active input from the public. This information will be a valuable tool for WSDOT, King County, transit agencies and local communities as transportation decisions are made over the next 20 years.

PROGRAM TIMELINE

- **Define Problem and Evaluation Method (completed)**
Spring/Summer 1999
Identify program goals and baseline conditions
Identify interests
Create Executive and Steering committees
- **Develop Concepts and Solution Packages**
Fall/Winter 1999
Create Citizen Committee
Scoping Open Houses, October 19 and 21
Develop, screen and evaluate a range of specific concepts

Winter 1999/2000
Combine concepts into sets of solutions
Public open houses, January
- **Detailed Environmental Review and Recommended Solutions**
Spring - Fall 2000
Detailed environmental review of solutions
Public workshops

Winter 2000 - Spring 2001
Recommend preferred solution
Public meetings

HOW WILL PROGRAM DECISIONS BE MADE?



The success of the I-405 Corridor Program depends on an unprecedented partnership between local jurisdictions and regional, state, and federal agencies. Three committees have been created to provide direction, community feedback and promote regional consensus:

EXECUTIVE COMMITTEE -- Local, state, and federal officials will make the final selection of solutions, using input from the public and other committees. These solutions will then be incorporated into local and state transportation funding proposals.

STEERING COMMITTEE -- Technical staff from area municipalities, environmental agencies and transportation providers will identify and screen possible solutions and present findings to the other committees.

CITIZEN COMMITTEE -- Interested citizens representing a wide range of business, environmental, freight, and neighborhood constituencies will provide valuable input and feedback on the proposed alternatives.